

# Complete Streets

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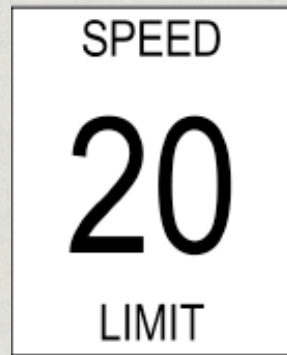


[www.completestreets.org](http://www.completestreets.org)



# Two key things to make complete streets work:

\* speed



\* integration





# What is a Complete Street?

- \* a street that is safe, convenient and inviting for all users of the roadway



- \* results from a complete planning, programming, design, construction, operation and maintenance process





# “all users”:

- \* pedestrians: sidewalks and crosswalks (safe and frequent)
- \* transit users: bus shelters, transit info, bus-only lanes
- \* persons with a disability: accessible routes
- \* bicyclists: safe space on roadway, bike parking
- \* motorists: no congestion
- \* people of all ages and abilities



# Chicago's Complete Street Policy

- ✱ “The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable— children, elderly, and persons with disabilities—can operate safely within the public right of way.”



# safe, convenient and inviting?

- \* depends on the context
- \* a major arterial complete street is going to look a lot different than a neighborhood collector complete street

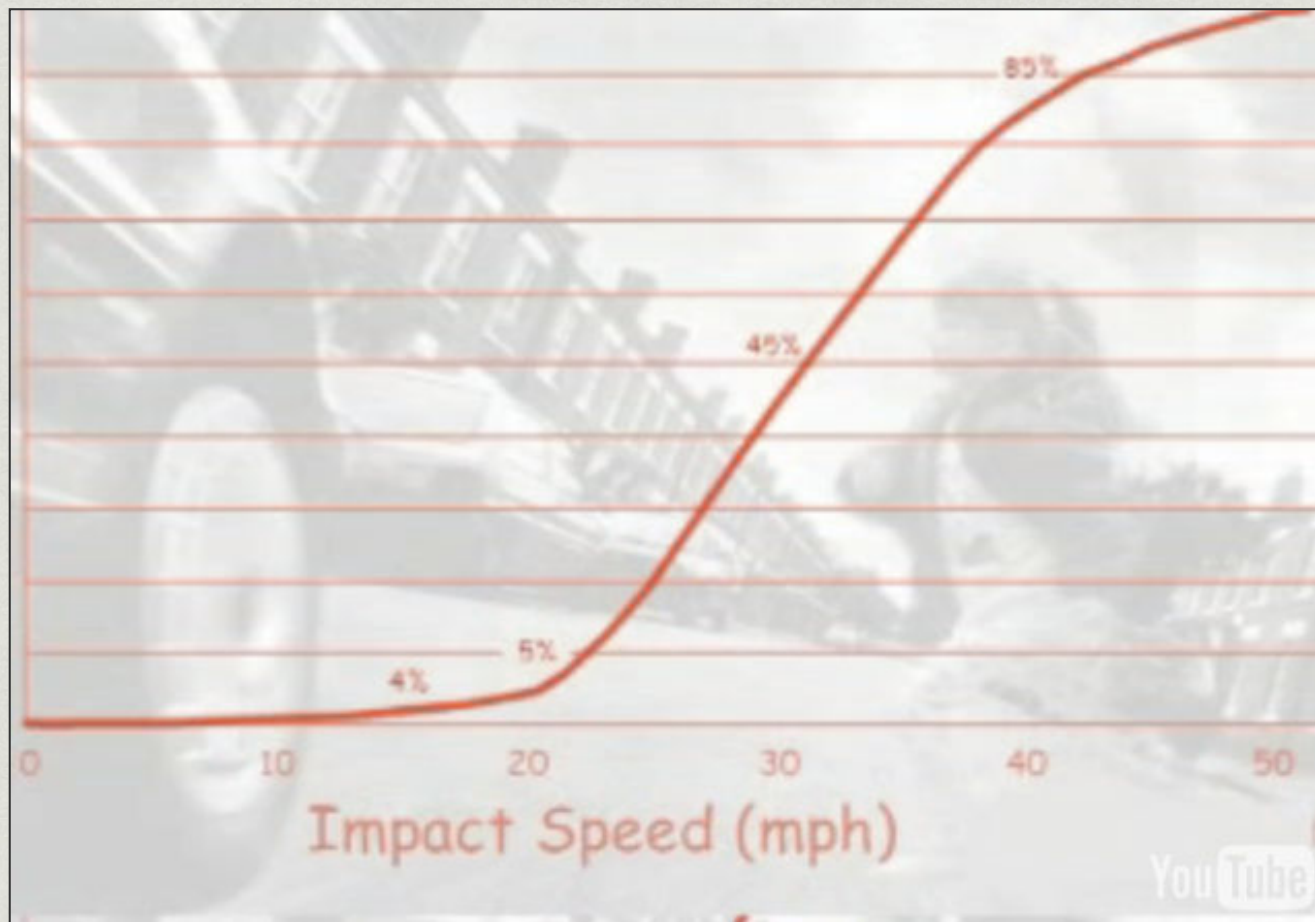


# Slideshow of Complete Streets

\* <http://www.flickr.com/photos/completestreets/show/>



# Impact Speed vs. Pedestrian Death Rate





<b>Vehicle Speed</b>	<b>Pedestrian Death Rate</b>
20mph	5%
30mph	45%
40mph	85%

- An alert and skilled driver traveling 20 mph who spots a child in the road 50 feet ahead will be able to come to a full stop within the distance.
- The same driver traveling 30 mph will not even begin to slow down before hitting the child.

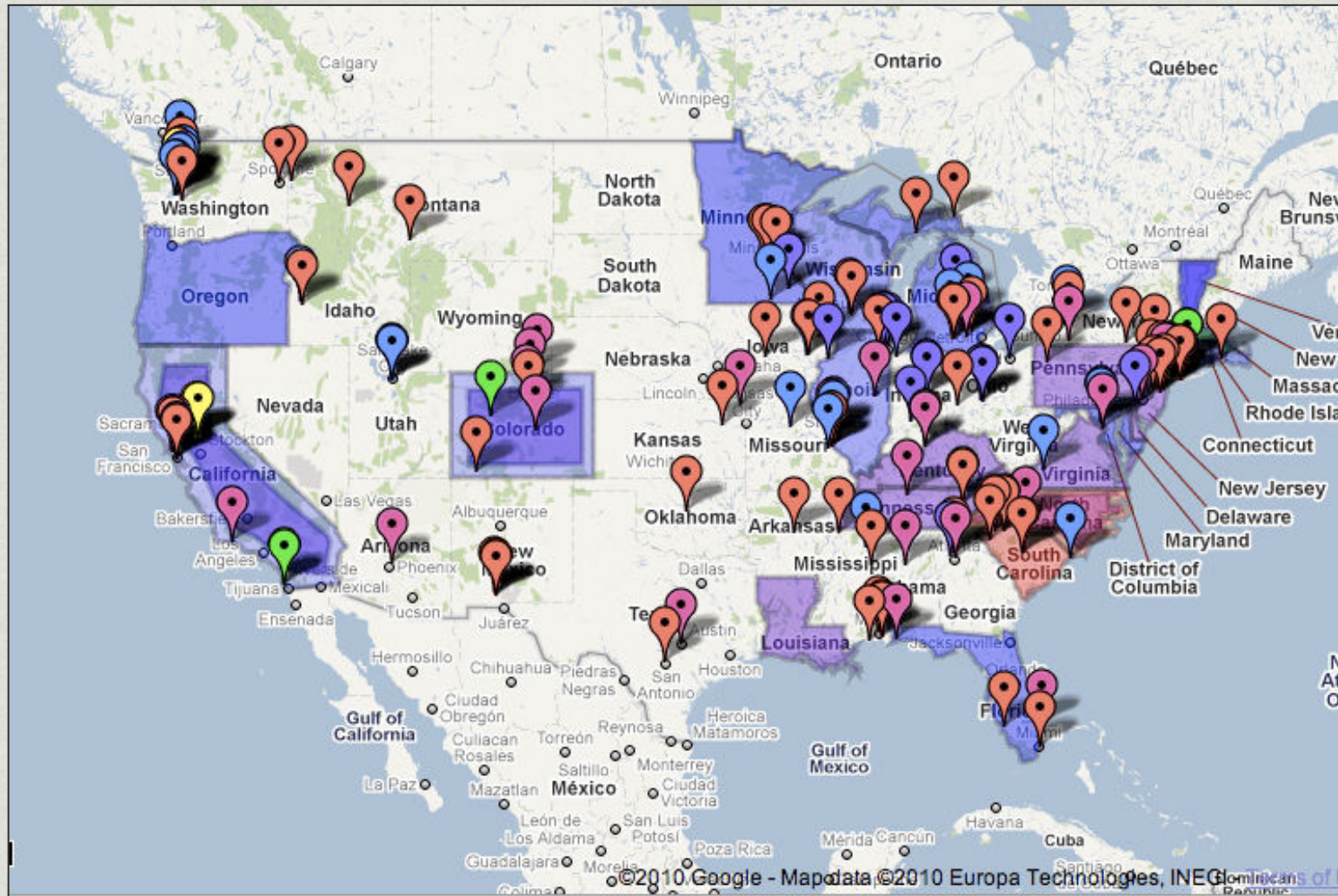


# speed and bikes

- \* prevailing speed  $\leq$  20mph: mixed flow
- \* 20-35mph: bike lanes
- \*  $\geq$  35mph: separated bikeway



# States & Cities with policies for complete streets





# Complete Streets Policies

- \* US DOT: [www.fhwa.dot.gov/environment/bikeped/policy\\_accom.htm](http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm)
- \* Caltrans:  
[www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets\\_files/dd\\_64\\_r1\\_signed.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf)
- \* Metropolitan Transportation Commission:  
[www.mtc.ca.gov/planning/bicyclespedestrians/routine\\_accommodations.htm](http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm)
- \* Complete Streets Act of 2008: requires circulation element of General Plans to meet the needs of all users of the roadway



# Complete Streets Policy Elements

\* <http://www.completestreets.org/changing-policy/policy-elements/>



# Performance Measures

•The traditional performance measure for transportation planning has been vehicular Level of Service (LOS) – a measure of automobile congestion. Complete streets planning requires taking a broader look at how the system is serving all users. Communities with complete streets policies can measure success through a number of ways: the miles of on-street bicycle routes created; new linear feet of pedestrian accommodation; changes in the number of people using public transportation, bicycling, or walking (mode shift); number of new street trees; and/or the creation or adoption of a new multi-modal Level of Service standard that better measures the quality of travel experience. The fifth edition of Highway Capacity Manual, due out in 2010, will include this new way of measuring LOS. Cities like San Francisco and Charlotte have already begun to develop their own.



# Implementation Plan

•Taking a complete streets policy from paper into practice is not easy, but providing some momentum with specific implementation steps can help. Some policies establish a task force or commission to work toward policy implementation. There are four key steps for successful implementation:

- ✱restructure procedures to accommodate all users on every project;
- ✱develop new design policies and guides;
- ✱offer workshops and other training opportunities to planners and engineers; and
- ✱institute better ways to measure performance and collect data on how well the streets are serving all users.



# Restructuring Procedures

- \* how does transportation planning work in your County/City?
- \* how do you prioritize projects?
- \* how do you design projects?
- \* who's involved? who's not?



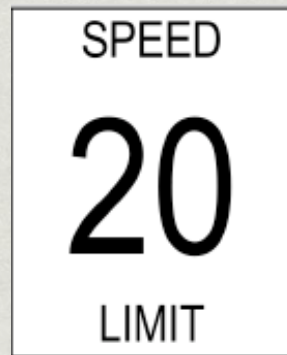
# Subcommittee Key Stakeholders

- \* transportation planners and traffic engineers
- \* coordinate with city, county and caltrans
- \* include community representatives: church groups, AARP, disability community
- \* zoning, permits, health, parks, others?
- \* businesses, real estate agencies
- \* schools and colleges



# Two Key things:

✱ speed



✱ integration





[www.completestreets.org](http://www.completestreets.org)



thank you for making the  
Bay Area a 'livable'  
community

*-your children and grandchildren will thank you*



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